

NOW FOR A BICYCLE BUOY.

Wheel-Like Apparatus of Rubber and Cork for Life-Saving Service.

NEED NOT BE A CYCLIST TO RIDE IT.

The Scheme of a Rich Frenchman, Who is Going to Give It to the Life Stations on Trial—Can Be Folded for Use on Ocean Steamships.

It used to be that bicycling on the ocean was an idea belonging to crank—a curious delusion of confirmed cascaders who thought nothing too good or too bad, too hard or too easy, for bicyclists.

But now you see models of boats run by leg power, so plentiful that you have ceased to wonder, and only notice them for some peculiar newness that may be about them. The idea of balancing yourself and doing the work of locomotion with your feet, without much effort is so good that you are always ready to know something more than you can do in this way.

The very newest bicycle boat has been accomplished by a Canadian Frenchman,



THE LIFE-BUOY THAT WILL BE TRIED BY THE LIFE-SAVING STATIONS—ANY ONE CAN USE IT.

Edouard de Rigne, of Toronto. He has invented a bicycle life-saving apparatus which he has patented, and is sending to present to the United States life-saving stations along the coast. There are 200 of these picked along the Atlantic and the Pacific and the Great Lakes. No country has the same amount of coast work that the United States has, and no country is consequently more in need of aid for the already overworked coast life-savers. Last year they either rescued or assisted 4,600 persons.

WHEN THE SHIP SINKS.

The bicycle invention is called a life-buoy. It is destined to save life when the ship goes down. It is to be carried on board ocean steamers and ferry-boats in place of the life-saving belts now in use, and it is to be sent to the life-saving stations to be stored away in some handy place where the life-boat can get hold of it at the signal of distress.

The virtues of the life-buoy are that it cannot sink. It is bound to float, and you cannot put it in wrong. Once launched, and you are bound to use it.

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right. In a life-belt you may make a mistake and put it on below your centre of gravity; and in many persons this falls above the waist line, and in that case you float up and are drowned. Thirteen unlucky persons perished this way last year because, in their excitement, they forgot to buckle the belt under the arms. They fastened it instead, around the waist, where it slipped down to the hips and brought the feet up above the water and the head underneath. Edward Cottenden, one of the volunteer life-savers of an Atlantic coast station, struggled with a drowning man an hour in the water to the great satisfaction of the observers. The unfortunate had it all below the waist line and was floating feet up. As fast as Cottenden would right him, and try to fasten the belt the struggling man would turn him off. At length he became unconscious from swallowing salt water, and Cottenden raised the belt to his arm pits and towed him ashore, still unconscious.

The life-buoy has four large air compartments, each one covered with cork and made absolutely non-inflatable. Resting above there is a seat upon which the person sits as on a bicycle saddle. As soon as he is seated the buoy begins to float along. A sail overhead carries it rapidly.

ADRIFT ON THE SEA.

This sail is kept set, but in the hands of any one who understands yachting it can be turned and shifted, raised or lowered, until the right direction is obtained. In the hands of an inexperienced person the buoy would sail rapidly in one direction, bringing the person either to land or in sight of a ship in a short time.

Mariners say that in case of being adrift upon the sea without chart or compass there is nothing as good as persistent sailing in one direction. The course is bound to cross that of some ocean steamer, while if a drifting course is taken a man may by some巧妙ness miss every ocean craft upon the sea for days.

Once seated in the bicycle seat, a person is bound to be saved. Even if there is no knowledge of the bicycle he can sail superbly on. But if he understands the art of pedaling—and the man who does not in seafarers nowadays—he can carry himself rapidly through the water. The motion of the pedals operates the wheel at the rear of the machine, and that propels the bicycle onward. A lantern up in front of the sail lights the water and renders the life-buoy an object that can be spied far off.

This apparatus, while it looks very complicated, is most simple. It can be taken apart into seventeen pieces, but ordinarily the whole is left in one piece, folded together like a campstool. The pedals and handle fold and the frame of the screws come together, thus making the buoy one that can be stored in small space.

The question of life-saving is one that occupies more and more of the at-

THE PRESIDENT'S MAIL BAG.

The Cranks Have Got in Their Fine Letter Writing on Him.

HE GETS AS MANY AS MR. CLEVELAND.

A Woman Who Had Premonitions When Her Husband Was Shot Wants to be Scared to the Interior—Hundreds Write Daily to the President.

WASHINGTON, May 14.—It has been definitely settled that President McKinley is receiving letters from cranks, just as Cleveland did before him. Harrison presided over Cleveland. Chester A. Arthur got more crank letters than any other President, but the times were against him. After the shooting of Garfield his mail bag was filled daily with letters sympathetic, terrorizing and precautionary. He saved them all, and shortly before his death presented them to a collector of curios.

Harrison and Cleveland destroyed their letters. McKinley has begun to do the same. His secretary throws them in the waste-paper basket, where they are passed around, until all, from the secretary anonymous to the office attendants, have had a hand at them.

So many anonymous and crank letters are received daily that it would be impossible to print them all. Here are a few of the most remarkable. It is doubtful if McKinley has read one through and just enough to be deceived if his secretary has pored over them. There is something about the look of an anonymous letter that "gives it away" at once and saves the busy secretary the trouble of perusal.

One of the first of the queer letters received was from a man who calls McKinley "brother." If his story is true it is a wonderful one; but as the letter died a miserable death it is doubtful if it will be "substantiated," as suggested.

Tennessee.

Brother—I address you as "brother" as an introduction to the matter which I have on hand and which I hope you will say to me by that time. Hanging on the walls of the Blue Room in the White House is a picture of George Washington by Rembrandt. That picture is a portrait of my ancestor George Washington was married to my great-great-grandmother before he ever saw Martha Custis. She died and left a boy who grew up and married Ethel Page, of South Carolina. I am descended from her. Washington never told the wealthy Miss Custis about his early love. Now, brother, if Washington was the father of his country, and I am his son, am I not your brother and entitled to live with you in the White House? The truth of this can be substantiated by the records in the Old Gundolf Courthouse. I can come as soon as you send for me.

HENRY PAGE.

V.—A small room will do for me. Give it near the Blue Room, so I can see my ancestor's picture every day.

The fear of assassination has afflicted every President from Lincoln downward. This fear grows after the mail bag has been read a month or two, and, in the case of Cleveland, amounts almost to a mania of terror. A dead line was maintained through the last Administration that was so large it would have picked a town. McKinley dismissed eleven of the secret service guards the first week he was in office, but latterly it is said he is bringing them back again. It is no pleasant thing to have people peering and lurking around your windows and lying under your eaves and watching and listening to your movements.

However, can take heart of grace, for here is a remedy for all troubles if he will take a new member into his Cabinet:

Mr. McKinley:

Gentlemen: In the past thirty-five years three Presidents of republics have met their deaths by violence—Lincoln, Garfield and Carnot. One Emperor, the Czar of Russia, has been slain by the deed of assassins. None of these knew why they died. I send you this letter to tell you. I once lived in Canton for a week and have felt a friendly feeling for you ever since. When Presidents of republics want advice they go to men, they forget a woman's subtle wits.

The reason Lincoln, Garfield and Carnot fell was because they did not know enough to have a woman in the Cabinet. A woman would have read the handwriting on the wall and warned them. The night Lincoln was shot I had a

entrée for teams and a railroad track running its entire length. There is another dock on the Menomonee river that has a slate covered warehouse 20 by 40 feet. Both docks will be used for receiving and forwarding freight.

The Chicago dock is at the foot of Illinois street and has a 20 foot frontage on the river and runs back to Illinois street. It is estimated that it has a storage capacity of about 2,000 tons, and it is fully equipped with railway tracks.

Mitigated by Loyalty to His Best Girl.

KANSAS CITY, Mo., May 1.—Judge Phillips, of the United States District Court, this morning sentenced Edward Cottenden, 24, to six months in the State Capitol jail for passing a counterfeit bill at a voting contest to determine the most beautiful woman in Chillicothe. Bill bought tickets with the bad bill and his sweetheart won. In delivering the sentence this morning Judge Phillips said:

The crime of which you have been convicted warrants a very severe punishment.

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mosphere, as suggested here, we will all endeavor to ride after him and cheer.

Mr. President McKinley:

I say to the newspapers that you know how to ride a bicycle, but seldom do so.

This is wrong. You are probably using too low a gear which does not make you go fast enough. Are your handle bars too low? We will send you two of our 27 wheels to ride on alternate days, when the tires of the other one are being pumped.

I read in the paper that your dinners are seven hours long. This is too long, but you will be able to sit up if you ride a wheel between meals. I am agent for the Never Tire Tireless, and when you get two you will obligate me by riding them down the street with the placard on the first time you go out.

S. T. WETHERLY.

Los Angeles, Cal.

If an ounce of prevention is worth a pound of cure this woman is going to keep well, for she has taken her prevention in large doses. Her letter was well written upon good letter paper and might have been a society note, were it not for the whims running through it.

Mrs. McKinley might raise a popular subscription or a case of this kind.

Mr. McKinley:

His idea is probably the result of a disordered dream, for none of the Representatives from that State had ever heard of the subject suggested in the letter. It like the last, was perfectly spelled and written legibly upon white paper, showing that the owner was enjoying good circumstances if not good brains.

To the Secretary of the President, White House, Washington:

Dear Sir—Will you please use all your influence with the President against the proposition to call West Virginia Harrison.

Harrison was born in the State of Virginia, but we, the people of West Virginia, have not lived here all our lives to find ourselves living somewhere else.

We want to live in West Virginia, not in Harrison. It is unfair to change the name without taking up a popular vote among the people. I vote against it.

Yours truly, BARTHOLOMEW HOPE.

Address H. H.

In the President's mail bag there are always a lot of scrap—letters written with pencil upon brown paper, postals made out of pasteboard, what not, and left at the White House. In person, and in great rolls that are being unfolded prove to be a petition drawn up by some hobby-horse and signed by his friends. One of these petitions was six feet long and signed entirely with one man's name. Licking other signatures, he had repeated his own name upward of a thousand times, "to make it emphatic," he said.

If all the crank and anonymous letters were poorly written or badly spelled it would be less pitiful than it is. But to see so many good brains gone to seed is one of the most wretched parts of the President's daily routine, and one which his secretaries spare him as much as possible.

GRANT ELDRIDGE.

Dubuque, Iowa, May 1.

The next letter preyed upon the administration that the President feels for a dead and gone man of affairs, and incidentally money.

President William McKinley:

I, the spirit of Jefferson Davis, do hereby request you to attend a service to be held at the anniversary of the Jefferson Memorial in Richmond, Va. I will have

present with me the rulers of republics

and their secretaries.

Philadelphia, April 15, 1897.

Williamson TALLEY.

Attorney for Service of Process in Virginia.

R. Dale Benson, president.

W. Gardner Crowell, secretary.

Principal office, 519 Walnut street, Philadelphia.

Organized or incorporated, March, 1855; commenced business, April, 1855.

L. CAPITAL.

Whole amount of joint stock or guaranteed capital authorized \$400,000.00

Whole amount of capital stock actually paid up in cash \$400,000.00

II. ASSETS.

Value of real estate owned by the company (less NIH), the amount of encumbrances thereon) \$184,500.00

Loans on bond and mortgage (duly re-corded and being first items on record, unpaid, upon which more than one year's interest is due for which NIH is in process of foreclosure) \$34,570.00

Interest due on all said for bond and mortgage loans, \$4,325.00; interest accrued thereon, \$9,534.15; total, \$13,859.15

Value of lands mortgaged, except those held as collateral for premiums paid on bonds; value of buildings mortgaged (insured for \$67,400 as collateral); total value of said mortgaged premises \$21,157,550.00

ACCOUNT OF STOCKS, BONDS AND TREASURY NOTES OF THE UNITED STATES AND OF THIS AND OTHER STATES AND OF STOCKS AND BONDS OF INCORPORATED COMPANIES IN THIS STATE AND OF ALL OTHER BONDS AND STOCKS OWNED ABSOLUTELY BY THE COMPANY.

PANTRY COMPANY OF NEW YORK.

United States 4 per cent. loan \$1,200

United States 5 per cent. loan 1,000

Philadelphia city loans 1,000

Lehigh and Bethlehem railroads 10,000

Lehigh Valley and Baltimore railroads stock certificates 4 per cent. loan 100,000

Philadelphia, Wilmington and Baltimore railroads 1 per cent. loan 15,000

Philadelphia and Erie railroad general mortgage 5 per cent. loan 25,000

Pennsylvania railroad consolidated 5 per cent. loan 71,000

Pennsylvania canal consolidated 5 per cent. loan 28,000

Baltimore and Ohio railroad stock certificates 4 per cent. loan 10,000

Baltimore and Ohio railroad stock 10,000

Lehigh Valley railroad stock 10,000

Lehigh and New York canal and railroad company stock